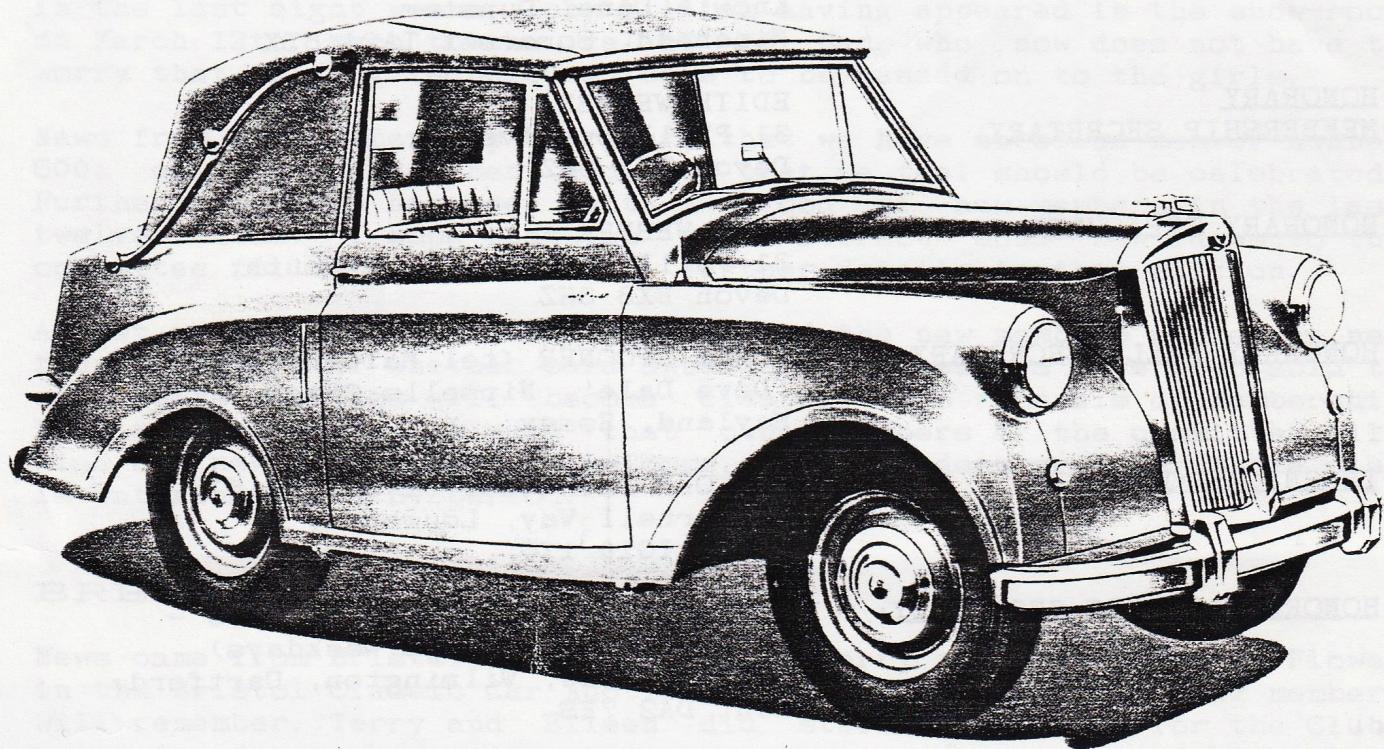




**TRIUMPH**

**MAYFLOWER**

**CLUB**



*The Triumph Mayflower*

DROP HEAD COUPE

**FLOWER  
POWER**

THE TRIUMPH MAYFLOWER CLUB

CLUB OFFICIALS 1986/87

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The Limes, Tickenham Hill,  
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HONORARY MAGAZINE EDITOR  
AND ARCHIVIST  
AND SECOND-HAND SPARES  
SECRETARY:

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after 7pm)  
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Minehead, Somerset TA24 8RH

ORDINARY MEMBER NO. 1:

RON HAGGER (tel 0582 840643)  
6 Old Watling Street, Flamstead,  
St Albans, Hertfordshire

ORDINARY MEMBER NO. 2:

REG VARNEY  
32 Mackie Road, Filton, Bristol, Avon

When writing to a committee member and you require a reply, please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfil their posts in their spare time and not as a full-time occupation. So when contacting them other than by letter, please ensure that you choose a reasonable time of day.

## EDITORIAL

It seems that the only good reason to have a winter is that when it is over spring has sprung - what a difference a bit of sunshine and light evenings make. A buzz of activity has aroused the Mayflower Club even to the extent that some of the members have written to the editor; a very welcome occurrence.

The Parnell household has resounded to the sound of a junior mechanic in the last eight weeks, Toby William having appeared in the show-room on March 12th, much to the relief of Dad who now does not have to worry that welding techniques have to be passed on to the girls.

News from the membership secretary that we have enrolled member number 500; quite an achievement and one that we feel should be celebrated. Furthermore there has been quite a flood of new members in the last twelve months. I hope that we will attract some new faces to the committee following the A.G.M.; further details in this edition.

As yet we don't know exactly how many of the new members represent new found 'Flowers' or whether cars owned by Club members have been sold to new owners; things will become clearer when renewals of membership have all arrived. I am sure that other members of the committee will wish our new members a warm welcome, but it does seem as if the club is entering a healthy period.

## BREAKING THE BARRIER

News came from Bristol of the sale of Terry and Eileen Mills' Flower in the Bristol Classic Car Auction in March. As long standing members will remember, Terry and Eileen did sterling service for the Club, being founder members and chairman, spares secretary and membership secretary between them. Well, after 12 years of Flowering the decision to let the car go was made and after a complete engine and radiator rebuild the car attracted bids of over £1000 and was sold. Terry left a message to the new owner but has not been contacted since. Let's hope the new owner contacts the Club.

Subsequent to the sale Terry made available to the Club a large collection of brand new spares which will be obtainable in the usual way through John Gogay and also a vast array of second-hand spares which Terry has donated to the Club.

There are many sought after items in the new spares including front bumpers, door escutcheon plates, radiator grilles, trafficator arms, handbrake cables and carburettors. These items will be available at the National Rally or from John Gogay subsequently.

So far the second-hand spares have not been catalogued but there is virtually everything available including good bonnet handles and other chrome items, particularly a radiator grille and front bumper. Other items include steering wheels, clutch pressure plates, starter motors and dynamoes, steering boxes and many many more. Please contact S/H Spares Secretary for details.

## LETTERS TO THE EDITOR

"Billanie", Cromer Road, Roughton, Norwich, Norfolk NR11 8PA  
Tel: 0263 513669

Dear Ed,

Firstly may I say how forward I look to receiving my copy of the "Flower Power Mag". In the Winter '87 Edition I noticed that you mentioned a "lack of material", so I thought I would put pen to paper and hopefully generate some comment from other "Mag" readers.

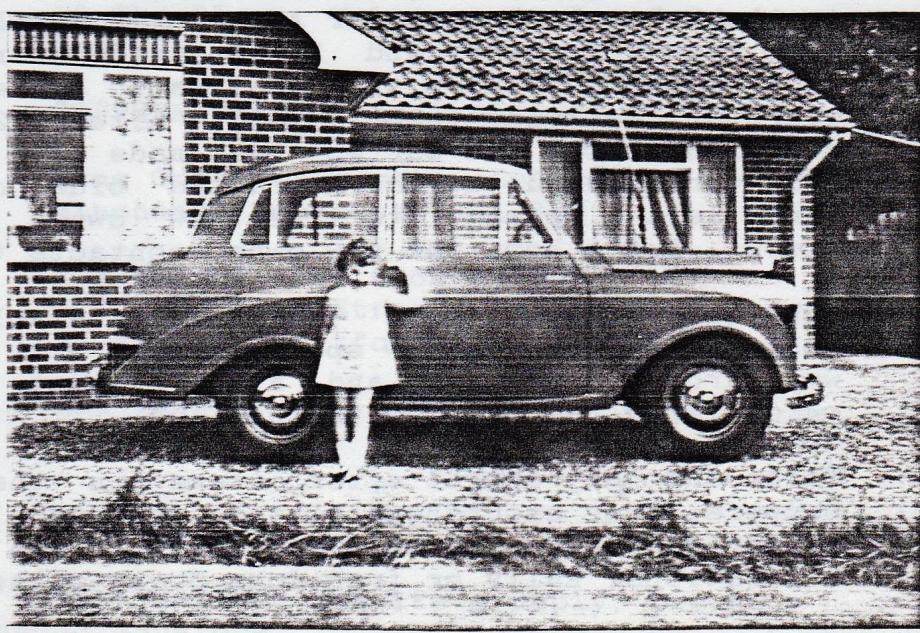
I purchased my Flower in April 1968 (the nineteenth anniversary will soon be here) and I am not one of those using the recurring phrase (I'm in the process of restoring it). I would like to say that you do not have to be seen at the National Rally to prove you have a Flower on the road.

On 14th February 1987, my daughter got married and at her request, I took her to the wedding. It was also the same car that had taken her to school. I enclose two photographs of my Mayflower. One when my daughter was five and the other on her Wedding Day. Hopefully you will be able to print these in the May Edition.

Being the second owner of my Mayflower, I wonder who is the longest owner member of a Mayflower in the Mayflower Club?

I hope this letter has the required effect and generates some material for you from other members. I would like to take this opportunity of thanking you for producing such an interesting magazine and enabling Mayflower owners to be members of the Club.

Yours sincerely  
William C. Chapman



Ed. Many thanks for your comments. Indeed it far more important to keep the Flower on the road than turn out at the Rally, but as there seems to be so few cars on the road and even fewer who make the effort to share their cars for a an hour or two with like minded people you may be pleasantly surprised at the atmosphere of the T.M.C. Rally.

## LETTERS TO THE EDITOR

My father had in 1954-1955 owned a grey Mayflower but its identity until now, had remained a closely forgotten secret. A very good black and white photograph has revealed it to be UVX 827 (an Essex regn. I believe). Can you let me know whether it is still alive?

(I am the one wearing the bow tie.)

Yours sincerely

Shaun Spooner, Rally Secretary

P.S. Shaun has indicated that he would like to relinquish his post as Rally Sec. and volunteers for the position should make themselves known to the Secretary before the A.G.M.



## NOTICE OF THE CLUB'S A.G.M.

1. DATE: Sunday 31st May 1987
2. TIME: 2PM - 4.30PM
3. PLACE: Eathorpe Park Hotel, Fosse Way, Eathorpe, Leamington Spa, Warwickshire. Tel: 0926 632245
4. AGENDA:
  - (a) Apologies for absence
  - (b) Minutes of the last A.G.M.
  - (c) Matters arising from those Minutes
  - (d) Reports from Committee Members
  - (e) Election of Officers
  - (f) Appointment of Auditor
  - (g) Any other business
5. NOTES:

Election of Officers: the posts listed under (e) above all come up for election at the A.G.M. The present holders are allowed to be re-elected, but usually some of them wish to retire, so there will be jobs available to those who want to play an active part in the running of the Club. Please contact Club Secretary if you want to know what is involved. The jobs of spares secretary, magazine editor and archivist are filled by people appointed by the Committee, so do not fall vacant at the A.G.M.

Any other business: this is your chance to raise matters which are concerning you.

Correspondence about the A.G.M.: any apologies for absence, informal enquiries about committee posts, formal nominations for them, or motions to be discussed under any other business, should be sent to the Club Secretary.

Food and drink: extremely good meals and snacks available at the bar. Tea and sandwiches provided after the meeting.

How to get there: Eathorpe is near Leamington Spa and close to where the B4453 crosses the A423 (east of Leamington Spa). Look out for the sign as the Hotel is not visible from the road.

**REMINDER****REMINDER****REMINDER**

To all members who have not paid their membership renewals, this will be your last Flower Power.

**REMINDER****REMINDER****REMINDER****FOR SALE**

Mayflower excess to requirements £150. Contact Peter & Edith Watton, 1 Churchfield, Talgarth, Brecon, Powys. Tel: 711457 or 711264.

**FOR SALE**

1952 Mayflower genuine 16,000 miles, fully documented. One owner until 1980. MOT and taxed until October. Rear bumper needs rechroming. Five new tyres. Offers around £800 to include original bills of sale, previous MOTs works manual and hand book. D.Cutler, 26 Colemansmoor Rd, Woodley, Nr.Reading. RG5 4DN.

**FOR SALE**

Motor trader service data brochure (original) in clear plastic cover. B. Murrish, Tel. Truro 560477 evenings.

**SPECIAL OFFER ----- SPECIAL OFFER**

A LIMITED QUANTITY OF TRIUMPH MAYFLOWER CLUB TEE-SHIRTS ARE AVAILABLE FROM THE EDITOR PRICE £3.75 TO INCLUDE POSTAGE.

SIZES SMALL, MEDIUM OR LARGE IN PALE BLUE WITH BLACK LOGO.

**SPECIAL OFFER ----- SPECIAL OFFER****SPARES NEWS**

John Gogay has arranged for Ashwater Forge in Devon to reproduce the Mayflower scripts that attach to the door panels. Further news when available.

Terry Mills' aladdin's cave has revealed a brand new quarter-light rubber and inquiries are being made with a firm in Wales whose name was supplied by Ray Jackson member No. 414 with regard to reproducing them. Also available are brand new door escutcheon plates and new trafficators. Most of the smaller items will be available at the Burford Rally, when it is hoped that a spares tent will be available to members.

Recently added to the archives is the original factory drawings of the cylinder head casting. Has anyone got a casting machine in their garden shed??

Second hand spares secretary can now offer a repair service on cylinder heads, i.e. rebuilding of corroded ports, skimming etc.

## WELCOME TO NEW MEMBERS

497  
498  
499  
500  
501  
502  
503  
504  
505  
506  
507  
508

## WELCOME TO RE-ENTRIES

26  
170  
378

## FORTHCOMING EVENTS

- May 31                    A.G.M. See details page 3  
Please come along and let us know how you want your Club  
to be run.
- May 29/30                North Yorkshire Triumph Weekend. The Royal Public House,  
Runswick Bay, near Whitby. For details ring Dave  
Ferguson 0642 700107 office hours.
- June 13/14               Standard Motor Club, West Midlands Rally. Coombe Park  
near Coventry.
- July 12                  T.R.O.C. visit to Cricket St.Thomas, Somerset.
- July 18/19               Annual Rally at the Cotswold Wildlife Park, Burford.  
In conjunction with T.R.O.C. as usual.

Appeal from the Rally Sec.....Would anyone like to offer their Flower  
for the Brighton Classic Car show, please contact Shaun Spooner.

## ATTENTION OVERSEAS MEMBERS

It is often mentioned at Club Rallies, committee meetings etc, that  
not much is done for overseas members apart from supplying spares and  
the Flower Power. Well subsequent to the system that our sister club  
T.R.O.C operates with its rescue service it was decided that an



## The Voyage, The Reception

By Richard M. Langworth • Photos courtesy of Frank Callaby

You've got to hand it to the Triumph Mayflower, and a lot of people did. Tom McCahill, for example, when asked by importer Joe Ferguson if he'd like to test one for *Mechanix Illustrated*, said "Okay, but I want you to know I think it's a hell of a looking car and if it's half as bad as I think it looks I'm going to blast it wide open." To readers Tom described it as "an ounce-size English bucket [that] looks more than a little like the Mayflower that brought one million three hundred and forty-seven thousand immigrants to the shores of Massachusetts in 1620...The knife-edge body treatment [that] was so entirely different from all competitive rigs gave the Mayflower a bit of distinction. So would rubber boots on a ballet dancer..."

But it wasn't long before the irrepressible Tom had a new attitude about his lastest test car. "Like a teen age kid's beard, it was slow in growing but nevertheless this car was growing on me. Even the knige-edge body treatment got less hard to take...this slightly stuffy look, at first glance silly, soon gave it a sort of aloof Country Club appearance.

"Now, the point where I switched from laughing at this turnip to taking

it seriously was when I asked Joe what it cost delivered in New York City. He told me that \$1,685 is all the loot you have to raise to own one of these book ends. In my book that's the big feature. If the little geranium pot cost a thousand dollars more I would still be laughing every time I saw one and would recommend it only to advertising executives and my worst enemies. At \$1,685 this job has a lot to offer...In fact it makes a whale of a lot more sense than owning a big Detroit balloon. You can store it in most garages for less, it gets 35 miles on a gallon of gas, and what's more important, it will look just as funny or just as good (depending on your esthetic viewpoint) five years from now as it does today. This means if it does the job you want, it won't go out of date like its high style American contemporaries. If this happens to be your type of rig, old boy, I recommend that you grab your bowler and go to your nearest dealer for a closer look. As the Marlboro cigarette people say [those were the days of regular size with ivory tips], 'If you want to escape from the commonplace' the doors are open with that \$1,685 price."

McCahill's evaluation was

significant because he was at that time the acknowledged dean of American road testers—and as its name implies, the Mayflower was created especially for the American automobile market. Because it failed conspicuously, it is not very well known over here, but it sold 32,000 copies elsewhere and a reasonably good argument has been posted for its certification as a Milestone.

When Sir John Black, managing editor of Standard, bought the remains—and that's all one could say of them—of the Triumph Motor Company Ltd. in 1943, most people thought he'd made his first mistake in the automobile business. But after the war Triumph got cracking with two strikingly different automobiles, the 1.8 liter Triumph Roadster and the Town and Country saloon, both of which later graduated to the two liter Vanguard engine. Both of these, incidentally, are also nominated for Milestone status.

The knife- or razor-edge design has intrinsic benefits not common in rounder forms of transportation. As *The Autocar* said in their first Mayflower road test in 1950, "unless one has had the experience of long runs in this type of body one cannot well know that there is far more in the design than a fashion of styling. The style really is no more than incidental to a solid purpose, which is to give not only room by measurement, but also room to breathe by virtue of an increased volumetric capacity of enclosed air, and a feeling of cheerfulness and brightness by reason of large window areas and thin pillars. There is no suggestion of being boxed up in a curved metal box; no oppression of low roof and shallow windscreens. Instead, there is spaciousness; and the view out of the car is not confined to the front seat passengers—the back benchers can enjoy the scenery just as well.

"Indeed, it is a fact that the occupants of the back seat in a modern Triumph display a noticeably greater interest in the incidents and landscapes of a journey than is normally the case. It is because they can see well, and because they have freedom around them."

Under the new combine of Standard-Triumph, Triumph retained its prewar image of the lower quantity, light-weight specialty car, while Standard remained the company's—well, standard. In 1949, Sir John had unveiled the new

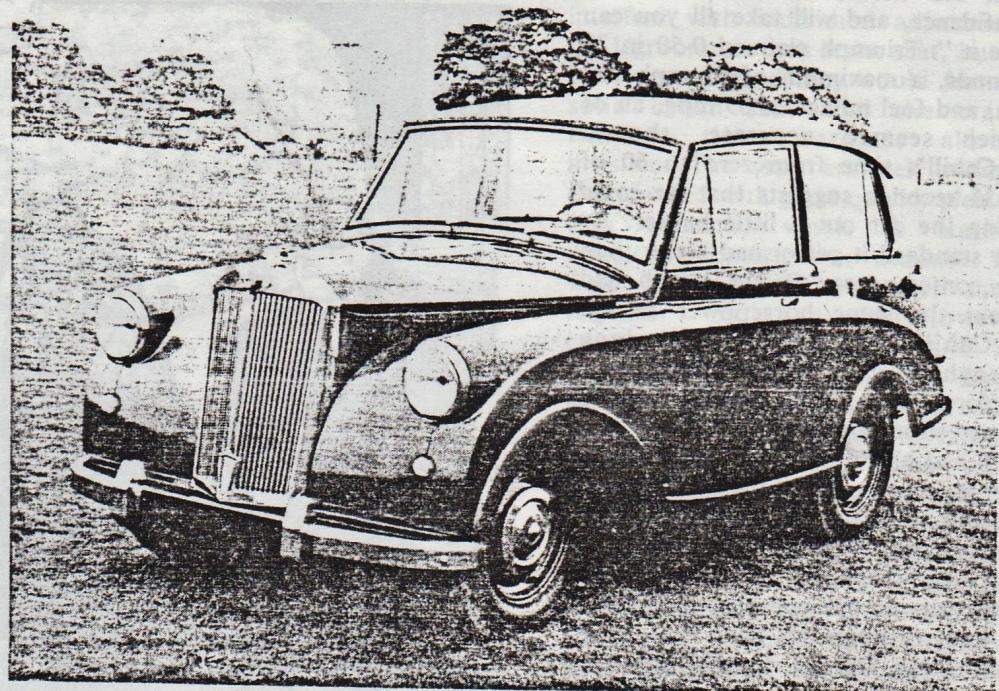
anguard, revolutionary if ordinary looking, that broke with the square cast of British family cars and put round lines on an extremely roomy people package that performed well and gave good economy, and as such was an immediate and long lasting success. The reasoning at Coventry then followed a different tack. Why not build a yet smaller car, one that would provide the ultimate in economy and ease of operations, yet one with a much higher degree of interior space utilization than ever before?

"Partly because it is entirely new," said *The Autocar*, "and partly because the world wants good cars of economical size, the Triumph 1200 Mayflower has already become a focal point of interest...Broadly, the intention behind this two-door four-seater saloon, with its 1247 cc four-cylinder engine, is to produce not necessarily the least expensive small car but definitely one of the most attractive. To that end it has been designed with the knife edge style of body for which the 2-litre Triumph saloon has already established a strong following of enthusiasts."

Paradoxically, the Mayflower was not produced with the home market principally in mind. Its very name was carefully chosen to appeal patriotically to Americans, just as Plymouth and Lincoln, Cadillac and DeSoto, Columbia and Roosevelt had been chosen years before. It was intended to sell the car extensively in the States—and in the colonies—and Britons were ironically unable to get many early deliveries for some months after production commenced in the summer of 1949.

The razor-edge lines of the Triumph Mayflower have abundant significance in automotive history. It was, and remains the only mass produced, razor-edge small car ever put into production. All the other distant relatives, like Rolls-Royce, Bentley, and its linemate Renown, were coachbuilt or limited production. As such it was not inexpensive, but it was interesting that Black had understood and countenanced this; the car was not designed to be particularly cheap, but to appeal to Americans with more luxurious features. In this it predicted the trend of imported cars brought into this country by well over fifteen years.

Americans, as we know, like room inside their cars, but it is by no means true that they also like cars that take



up a lot of room. Hence the Mayflower's next important advantage, a direct result of its styling: unrivalled interior space utilization. On an 84-inch wheelbase, over a foot less than the Volks-beetle, it provided ample room for four passengers and their luggage with dimensions that overwhelm those of any Beetle of any vintage. There is no particular secret to it—a box defines the maximum of a given space, and the Mayflower was simply a series of boxes joined together. One irreverent observer said it reminded him of a telephone booth on wheels—but it certainly broke new ground in maximizing the capacity of small cars. Even on modern terms it remains one of the most efficient users of space ever built.

Mayflower's interior, too, was a piece of very good design. The front seats, for example, slide ahead on runners when the seatbacks are put forward, out of the way of passengers entering the rear compartment. The big wheel sits comfortably cocked in an ideal position for nearly any driver, and the instruments are carried centrally with extremely large parcel shelves on each side which together equal the capacity of about a dozen contemporary glove boxes. In the rear, passengers had goodly size storage boxes built into the side panels, and a wide, flat package shelf behind them. It is fair to say not a storage space was missed in this interior; combined with its already

cavernous passenger capacity, Uncle Tom's geranium pot offered a very comfortable wheeled environment. The industry has been striving for years to achieve this sort of special relationship between a passenger compartment and the rest of a car, but only with the arrival of curved glass and thin side sections have a few well-planned European cars equalled the space provided by the twenty-year-old Mayflower.

Innovation was not, however, confined to the Triumph's body design. The car was also the first example of clashless shifting in all gears including first, achieved by the simple expedient of using the top three gears of the Vanguard transmission. The all-synchromesh transmission was not only a breakthrough predicting the nature of things years in advance, but given the car's small engine, very useful in aiding forward effort on steep hills.

The engine itself was an L-head four of 1247 cc (63 x 100 mm bore and stroke), developing thirty-eight brake horsepower at 4200 rpm and a maximum torque of 693 pounds-inches at 2500. Being an L-head it ran with a hush compared to overhead valve fours, and "could not be called noisy even when travelling at 60 mph. The engine has that quality of self-effacement which is the hallmark of engines which have been carefully developed over a period of years. It is the kind of engine that knows its job from A to Z, goes about it in

confidence, and will take all you can give it." Triumph claimed 0-50 in 23 seconds, a maximum of .63 mph flat out, and fuel milage of 35 mpg, all of which seemed accurate, though McCahill's time from zero to 60 of 26.33 seconds suggests that he could wring the car out a little harder. By any standard it performed better than the contemporary Beetle, which had about the same horsepower rating. McCahill stopped clowning long enough to comment on the car's performance in both straight and curved situations.

"I had hardly left my own driveway before I realized that I was tooling an exceptionally fine handling car. The steering was light and sure and the first run through my standard test curve was an eye-opener. At 50 miles an hour through this bend that could send some Detroit barges into the woods, this jigger-size, slab-sided tobacco can hold on like a tar stain on a white shirt. Its cornering ability was not full sports car stuff, such as you get from an M.G., but considering this car's height, shape and weight it was as solid as a 16-pound shot landing on your head. [Whew!] The more I drove the Mayflower the more I liked it. But the big payoff came in the hill climb test.

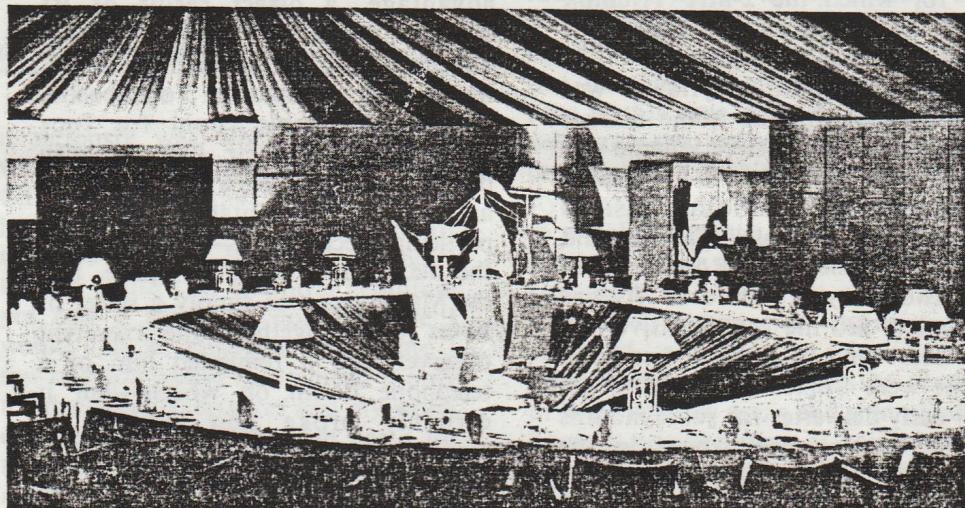
"With myself and Joe and 500 pounds extra added weight, it took my long 28 percent grade hill climb without the slightest sign of distress. Naturally this was done in low gear but at the steepest point I stopped the car dead and then started off again without a single buck...Considering its size and the fact that four people, all scaling better than 200 pounds, can go for a trip in this barge, the Mayflower is quite a mighty little atom."

Craftsmanship is a difficult thing to establish on small cars selling for less than \$2000. If four of them use cardboard headliners, for example, a case could be made for the one in which the carboard is best applied and of the highest quality—if the actual use of cardboard itself doesn't immediately disqualify them all. The Mayflower didn't use any cardboard, and while it was not finished like a Bentley, there's a good argument for its having had the legs of its competition in the quality department, relative to the norms of quality on economy cars.

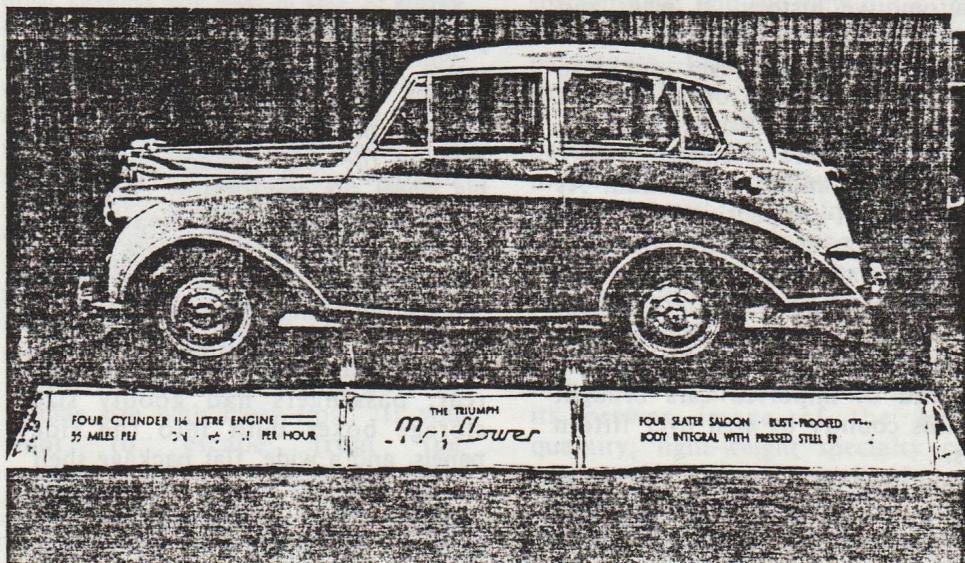
We have already seen how the front seats slide forward when the backs were tilted to gain rear seat access.



*Mayflower's Launch at Banner Lane: L. to r. are Col. Maude, Sir John and Lady Black, E. Grinham.*

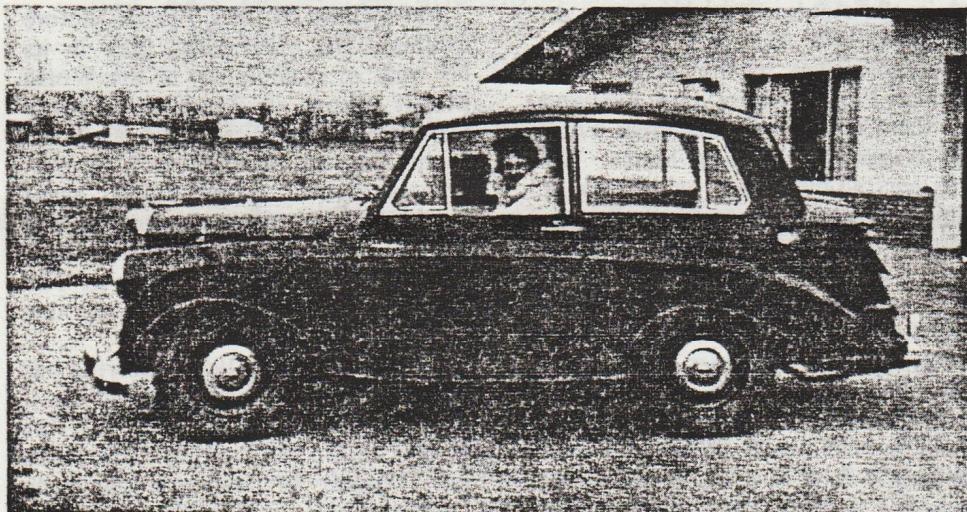


*Standard-Triumph rigged this elaborate dinner table for launch night celebrations.*

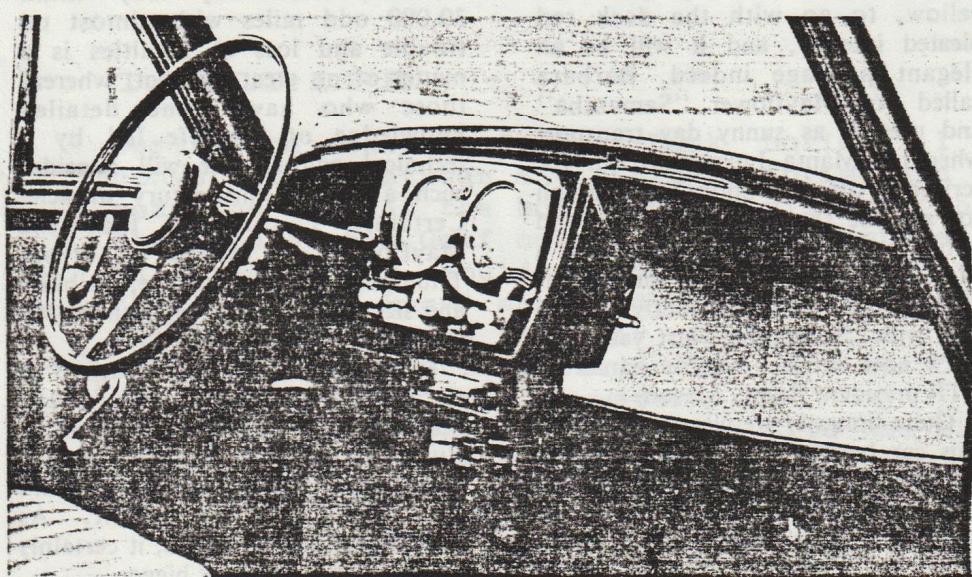




*The cover car's yellow flash represents the traditional Southampton, L.I. paint combo.*



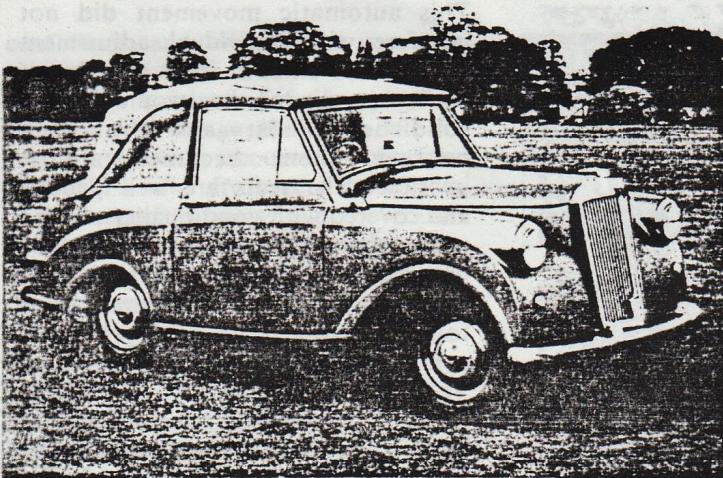
*More traditionally English is this Mayflower owned by Danny Brown of Washington state.*



This automatic movement did not interfere with individual adjustment for legroom on each front seat, but if both were aligned they would form a solid bench seat—and the crack between them becomes almost invisible. The seats are well padded and covered with good quality pleated (not smooth) vinyl. A leather upholstery option was available as well. No such features ever came together on the Mayflower's competition, the Austin A40 or Volkswagen, or Renault 4CV. Even its floor coverings excel compared to these rivals. While some Mayflowers used typical molded rubber mat, most of those brought into this country were equipped with thick pile carpet and heavy felt underlay. The carpet itself is carefully cut to fit into all crevices of the floor—there are rear footwells as in the Studebaker coupes—and all carpet edges are reinforced with sewn vinyl strips. You don't find this on Beetles of that vintage, not to mention the American small cars like Henry J, Aero-Willys or Rambler.

More yet: the headliner is of a washable material in a whitish gray color to reflect plenty of light, and the instrumentation is complete gauge type, except for an ammeter, and includes a trip odometer. The optional heater is a comprehensive affair that really heats—not all British units can claim this distinction. A long list of standard equipment includes twin sun visors, roof lamp controlled from a dashboard button, flush fitted sealed beam headlamps, self-cancelling semaphore type directional signals, three-spoke sprung steering wheel, foot operated dip switch, dual windtone horn, ash trays, a one-piece bonnet lockable via key hole in the hood ornament, twin wipers, auxiliary starting handle with covered grille receptacle for same, heavy bumpers with bumper guards, oversized oil bath air cleaner, locking gas cap, clips to hold luggage secure in the trunk, a complete set of tools and detailed owner's manual, and wing vents on all four side windows.

Additional features useful in judging quality and innovation include a very well designed trunk compartment and the jacking system. The trunk floor is entirely flat and covered with a molded rubber mat. A central bolt, set below floor level, can be turned with the lug wrench, dropping the spare tire down from its resting place beneath the trunk floor,



The intriguing 1950 drophead, of which only ten were built.

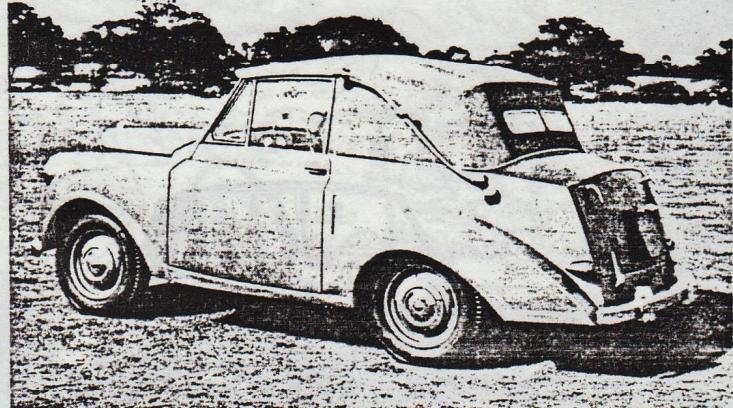
where it is easily removable. The jack is a circular wind type that fits into jacking slots at each corner, insuring safe tire changing sans bumper jacks and again predicting a popular jacking feature years ahead of time. The trunk lid itself drops to a flat position, and an illuminated flip-down license plate bracket drops to allow a heavily laden Mayflower to be driven trunk-open, like a Kaiser Vagabond. There are luggage tie down clips to make all secure. This feature gives nearly four feet of flat cargo bed, and nearly doubles the trunk capacity from twelve to about twenty cubic feet. The contemporary Beetle holds about seven, unless you add a roof rack.

What happened to the Mayflower? Nothing really. It was built in good quantity at a profit to Standard-Triumph for five years. It never sold well in the U.S. because its performance was simply out of place in American driving conditions, though ideal for nipping about England, or the African bush, or Sahara. But by 1953, Triumph was on the verge of producing a highly significant and popular sports car, the TR series, and Standard was selling the lion's share of sedans, both medium-sized and small. The Mayflower was also very expensive to build—there was a lot more to it in terms of sheet metal pieces, hand finishing requirements and interior fitments than could be produced at a rate of profit equalling that of the Standard Ten—a thoroughly mundane but high selling sedan that was known as the Triumph Ten in America. Of the 32,000 built, only 500 Mayflowers were imported to the U.S., though several thousand went to Canada and Africa where nimbleness and durability were sought-after features,

and the rest to Europe. There were ten drophead coupes built too, none of which appears to have surfaced yet on these shores, but we have our spies back in England.

You've probably gathered by now that the writer considers Triumph's Mayflower a remarkable little car. And he must confess that he's had one in the stable. The car shown on our cover is a 32,000 mile original, owned since new by the former Mrs. Eleanor Funk, whose late husband was the first half of the great Funk and Wagnall publishing house. The now Mrs. Lounsbury, who says it reminded her of her Rolls-Royce, bought the car new from Fergus Motors in 1953, and owned it until 1973, when we bought it with great delight to drive home amid the smiles, waves, incredulous gapes, ho-ho-ho's and head-shaking of the passing pedestrians. The yellow flash was added by the dealer before the sale, apparently to give a lift to its severe lines, and we think it succeeded. Add a little maroon pin striping to that yellow, to go with the dark red pleated interior, and it will be an elegant package indeed. Barbara called our Mayflower "Samantha" and used it as sunny day transport when her Manta Luxus was out for service or off on a photo trip, though for a while she needed a clutch and until she got one the littlest hill was a Matterhorn. Owing to an urgent property deal, we reluctantly had to part with "Samantha" last year, but she's now in the capable hands of VTR president Randy Mason.

Quite honestly we were attracted to this car because it was just so darn cute we couldn't resist it. It also had very low mileage, was well cared for, and we are Triumph fanatics from 'way back, though it's a strange



combination next to a TR-3a. Yet the more we learned about the Mayflower, the more we realized it was really something special—an honest car. Honest, with a host of unique features that made it stand out in its era for its styling, engineering, performance, innovation and craftsmanship.

In February of 1953, Fergus Motors exhibited the Mayflower, then in its last year of production, at the World Motor Show in Madison Square Garden. It won first prize as "The Light Car of Distinction." Fergus' press release quotes the great Laurence Pomeroy, at that time one of the world's leading automotive engineers and technical editor of *The Motor*. His comments sum up this little jewel precisely:

"The bulk of my 1952 motoring has been in one of the best of [small cars], the Triumph Mayflower...After 30,000 miles...the steering and chassis parts appear as new, and the body structure is completely sound and weatherproof...Many may think 30,000 odd miles with almost no trouble and loss of faculties is a matter of no great moment, whereas those who have some detailed knowledge of the life led by a technical editor's car will consider such a feat a mid-century miracle. Certainly I can say that the Mayflower is indeed a trusty Triumph, with performance, visibility and size well suited to my annual 800 hours of London driving."

Uncle Tom McCahill was right—this slab sided tobacco can really is quite a mighty little atom. But even if you don't buy the arguments herein, there's one truth you will have to admit. As Volkswagen like to tell us, it certainly makes your house look bigger.

## MAYFLOWER CONVERTIBLES

Several members have remarked on the cover photo used on the previous edition and the following list was submitted by Peter Burdge with a comment that there was a rumoured convertible in the Wells area of Somerset at one time. With such an obviously rare production model likelihood of one turning up now is pretty remote especially as they were first presented at the 1950 Paris Motor show and possibly sold abroad, certainly 3 were in left hand drive form. A Convertible of sorts appeared a couple of years ago in the London area but as reported at the time it seemed to be a "conversion job".

### LIST OF THE CONVERTIBLES PRODUCED

	BUILD DATE	ENG. NO.	PROTOTYPE SPECIFICATION
TT 174 T4	29 Aug 50	235E	grey - grey leather
TT 215 LCP	4 Sep 50	264E	grey - red leather LH
TT 289 LCP	12 Sep 50	419E*	grey - red leather LH
TT 359 CP	15 Sep 50	340E	grey - red leather
TT 438 LCP	6 Sep 50	684E	maroon - brown leather LH
TT 441 CP	29 Nov 50	1928E	grey - red leather
TT 442 CP	28 Nov 50	756E	maroon - beige leather
TT 443 CP	28 Nov 50	677E	grey - red leather
TT 444 CP	30 Nov 50	2000E	grey - red leather
TT 3531 CP	19 Jan 51	3666E	grey - red leather

\* originally 324E - engine changed

Needless to say if anyone has further information the editor has designated it Project 87, Find a Topless Flower!!!

### STOP PRESS

Could anyone in the Manchester area rescue a Flower details of which have come via Edith Webber. A policeman saw it on the back of a lorry on its way to the scrapyard. There are quite a lot of spares with it and the scrapyard owner has agreed to hold on to it for another week. Please contact the policeman concerned, D. Gorman, 3, Crummock Close Little Lever, Bolton, Greater Manchester.

### TAILPIPE

During the recent Spring Bank holiday I overheard the following conversation between a visiting motorist and Old Tom Guscott who lives near the ford at the bottom of my village. The visitor was approaching the ford in his Golf convertible and stopped to ask of Old Tom, "I say old chap, could you tell me how deep that ford is?" "Well Oi doan know" says Old Tom "bur Oi shud zay abaat three inches." So the visitor gets half way across the ford before the water rises up to the fan, causing the engine to cut out and eventually there he is sitting waist deep in water. "Hey you, I thought you said that this was only three inches deep!!!" Old Tom scratched his head and replied, "Oi doan unnerstan it, cus it only cumms arf wayz up muy ducks."

